



TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, July 11, 2007 - 7:00 pm

San Bruno City Hall
567 El Camino Real
San Bruno, CA 94066

MINUTES

1. ADMINISTRATIVE ACTIONS -

A. ROLL CALL

<u>TSPC Members:</u>	<u>Present</u>	<u>Absent</u>
(Chair) John Giuseponi	X	
(Vice-Chair) Mark Howard	X	
Sol Weiner	X	
Doris Maez	X	
Eric Wood	X	

Staff in Attendance:

Steve Davis, Public Works Department
Jane Chambers, Public Works Department
Frans Lind, Public Works Department
Chris Coles, Public Works Department
Marc Catalano, Police Department

2. REVIEW OF AGENDA

Steve Davis wanted to clarify that the agenda was released with Item 4B listing “approve bylaws”, but this should have been removed, as it was completed at the prior month’s meeting.

3. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA (ITEM 5 ON THE AGENDA)

None

4. APPROVAL OF MINUTES

Motion to approve minutes was made by Mark Howard, seconded by Doris Maez (M/Howard, S/Maez: 5-0-0) Approved.

5. REGULAR BUSINESS

Steve Davis introduced the issue of consideration of potential traffic-calming measures for Belle Air and Lomita Park neighborhoods. He introduced diagrams and maps for Committee and public review of the two neighborhoods.

The decisions for traffic calming in these neighborhoods are being based on four issues:

1. The category of the street, whether it is a local street, a collector, or an arterial.
2. Average daily volume of the street.
3. 85% of speed on the street.
4. Any special circumstances.

BELLE AIR NEIGHBORHOOD

Steve Davis stated 1st Avenue between Angus and San Mateo Avenue is a collector and south of Angus is a local street. The posted speed limit is 25 mph and the 85% speed limit was measured at 27 mph. The posted speed limit is within the correct 85% range. The volume on 1st Avenue is 727 vehicles per day and for a collector street, with the permitted volume ranging from 1,200 to 10,000 vehicles per day, it is within the permitted parameters.

On 2nd Avenue, again there is a posted speed limit of 25 mph and the 85% is 30 mph, which is 5 mph over the posted speed. The measured volume is 1,340 vehicles, which is above the design parameters for this street, as 2nd Avenue is a local street. A local street should see between 300 and 1,200 vehicles per day.

On 3rd Avenue, which is also categorized as a local street, the 85% speed is 28 mph and is within the design parameters. The volume is 2,413 vehicles, so there is significant volume.

On 4th Avenue, the measured speed is 27 mph and it is also considered a local street. The volume is 872.

On 5th Avenue, the measured speed is 27 mph and the volume is 530 vehicles, so this is within the design parameters.

On 6th Avenue, the measured speed is 27 mph and the volume is 485 vehicles, so this is within the design parameters.

On 7th Avenue, the measured speed is 23 mph and the volume is 3,530 vehicles, and is designed as a local street.

City staff did not count Angus, Pine or Walnut, so we do not have information on those streets.

San Bruno Avenue is an arterial street, designed to carry over 10,000 vehicles per day. The volume is 21,000 vehicles per day, so it is within the design parameters.

These findings tell us that 2nd Avenue, 3rd Avenue and 7th Avenue are carrying a very high volume. 2nd Avenue has the highest average speed at 30 mph, so this shows that speeding is not really the issue, but volume is. The idea is to collect the information and identify the major issues, then come to August meeting with some decisions about what might be appropriate.

Resident asked why Pine, Angus and Walnut were not included in the study? Steve Davis responded that City staff does not have results for those streets yet, but are intending to receive that information as part of this study. City staff will have that additional data in August.

Doris Maez stated that on 2nd Avenue, if the vehicles are traveling 30 mph, they do not get much of a run for that speed. On 7th Avenue, what contributes to the low speed? Frans Lind responded it could be cars parked, and there is also a drainage facility half way down the block that causes a rise in the road.

Mark Howard asked if staff knows where the polling was set up for these numbers? Steve Davis responded that it was taken on the 700 block of each street. City staff chose to measure between San Bruno Avenue and Pine, so we would capture the highest possible counts. Mark Howard asked if this was done while school was in session and Steve Davis confirmed that school was in session, as the studies were done June 1- 3. Mark commented that many residents may be using the Angus bypass to go around congestion.

PUBLIC COMMENT PERIOD OPENED – BELLE AIR

Lyn Ward, 555 2nd Avenue, stated the intersection of Angus and 1st Avenue needs red curbing due to the lack of visibility when drivers come over the train track and turn onto Angus. The north side of the curb needs red curbing to match the south red curbing that is there. There are too many cars and a large brown van parked in front of 205 Angus and you can't see around the cars.

Al Martin, 676 1st Avenue, stated he doesn't understand the accuracy of the volume. He lives on 1st Avenue and has seen cars racing up and down the street at all times of day. He would like to see a one-way street from San Bruno Avenue to Angus and make 7th Avenue a one-way street coming south to north. He'd recommend keeping 1st Avenue as is, 2nd Avenue one-way south to north, 3rd Avenue as is, 4th Avenue north to south 1 way, 5th Avenue 1 way south to north, 6th Avenue 1 way north to south.

Daniel Alvarez, 721 6th Avenue, stated cars go too fast on 7th and his children cannot cross the street. This happens on 1st Avenue too.

Linda Baker, 755 Pine, has two issues. One is the limousines that are constantly parked in front of the homes on 6th and 7th Avenue and they leave trash and urinate in the bushes. It is a major problem. She also asked if there is a limit on the number of cars that can be owned by one household. One neighbor has at least nine cars and takes up all the on street parking.

Alisa Hollander, 622 Walnut, stated her concern is that Walnut is a collector street and is very narrow for big trucks to squeeze. A lot of kids play on Walnut. It also needs STOP signs, which are preferred to speed bumps.

Rachel Camacho, 735 Pine, stated her biggest concern is the traffic on Pine. She has grandchildren and she is concerned about their safety.

Tony Tofani, 710 Pine, wanted to reiterate that he has had to clean up trash and bottles of urine from the limo drivers. He wanted to also state his concern about speed.

Guerlimina, 575 3rd Avenue, stated she is concerned about traffic on her street, especially in the morning when kids go to school. When residents try to go out from their homes, they have to wait due to traffic. Also when kids walk to school, the traffic is dangerous on 3rd Avenue and they get scared. The traffic is the worst when the kids go to school in the morning and when they leave at 2:30.

Claudia Morales, 575 3rd Avenue, had the same statement as Guerlimina above.

Tim Buckley, 660 1st Avenue, would like to see a 4-way STOP at Pine and 1st. Thinks the Caltrain station needs to be lifted up to avoid all the traffic caused by the train. Prefers STOP signs to speed humps, both for cost and ease of installation.

Rosa Fuentes, 6th Avenue, stated people are parking on the sidewalks on 3rd Avenue, so the children have to walk in the street when they go to school. Speed bumps on 3rd Avenue are very important. Also the SamTrans buses on the street are so big.

Martha Ortiz, 3rd Avenue, stated Pine Street gets a lot of traffic and cars speed a lot. Speed bumps would slow cars down. There is no STOP on 4th and there needs to be one to slow people down.

Francis Avila, 720 6th Avenue, stated the limos block driveways; John Giuseponi asked if the resident has called the police. She responded they do a lot of their activity when people are at work. She also stated there have been three meetings about a signal light on 6th and speed bumps on 3rd. At least a STOP sign on San Bruno Avenue at 6th Avenue would do something. If we can't get speed bumps on 3rd, then maybe we can make the street a one-way street during school hours. When the school gate is closed to the side street driveway on 4th, then traffic backs up and you can't move. When the gates are open, the traffic flows much better. We are hoping that a decision will be made in August. She also asked about having a crossing guard at 3rd.

A resident asked if decisions will be made on the August 1 meeting. Steve Davis responded that all the testimonies will be taken and some alternatives for traffic calming for all four neighborhoods will be discussed. August 1 will be a working meeting to gather recommendations to present to the City Council in September.

A resident confirmed that all the incomplete studies will be done by the August 1 meeting. Steve Davis confirmed this.

PUBLIC COMMENT PERIOD CLOSED

Doris Maez asked about the involvement of parents at Belle Air School. Resident Francis Avila responded that the PTA is trying to get more parents involved this year in school issues like traffic safety.

Doris Maez asked who pays for crossing guards. Steve Davis responded that the City pays for crossing guards, usually with grant funds.

Mark Howard commented that enforcement issues need to be forwarded to the Police Department, so these issues can be dealt with proactively.

Lyn Ward wanted to comment that she had called the Police Department on a vehicle in front of her house, and they took care of it. They did a great job.

LOMITA PARK NEIGHBORHOOD

Steve Davis stated San Antonio is a collector street and the posted speed limit is 30 mph and the 85% is 33 mph. The volume is 1,170 vehicles per day, which is within the 1200 to 10,000 designed for a collector.

On Santa Dominga, which is a local street, the posted speed limit is 25 mph and the 85% speed is 29 mph. The volume is 1,333 vehicles per day, so it at the high end for a local street.

On Santa Helena is a collector street that is posted at 25 mph and the 85% speed is 25 mph. The volume is 807 vehicles per day. This is well within the design parameters.

On Santa Inez, which is also a collector, the 85% speed is 28 mph and the volume is 2,085 vehicles. This street is also within the design parameters.

On South San Anselmo, the 85% speed is 29 mph in a posted 25 mph zone and the vehicle volume per day is 1,370. This street is operating a little above the high end for a local street.

Mark Howard commented that he thought South San Anselmo would be a collector, based on its design. Steve Davis stated it has been designated in the General Plan as a local street but is being used as more of a collector. The roadway width on South San Anselmo is very wide and this probably contributes to increased speed. Steve Davis stated they did a study earlier in the year regarding a four

way stop at South San Anselmo and Santa Dominga and made some assumptions based on the original counts we received. Based on these findings, we are going to reevaluate the warrants for stop signs at this location.

Mark Howard asked if this would be before or after looking at traffic circles for this location? Steve Davis responded they will look at both when they review the recommendations in August.

Doris Maez stated that it seems the stated design of a street isn't necessarily a match for the function but more of an idea of how the original designers thought traffic should flow. Steve Davis concurred. Doris Maez asked how often these designations are changed. Steve responded that it is part of the General Plan and it is being reviewed right now.

Eric Wood stated when you look at South San Anselmo, the design of it is a feeder street because it does not have 4 way stop signs. It only has stop signs going one way. He felt that the wider streets almost seem to make people drive slower because they have more room.

Doris Maez stated there seem to be few houses facing the street, which would lend to that street being more heavily traveled. Eric Wood commented that there are a lot of apartments.

Mark Howard stated he could see four traffic circles spaced out evenly, with one on Santa Dominga and one on Santa Inez, and get rid of the 4 way stop there. Then we could look at adding Santa Helena and San Felipe. There are a lot of complaints regarding visibility in this area.

Eric Wood asked if there has been any feedback on the stop sign at Huntington and San Antonio. Steve Davis responded that he does not have any information on this.

PUBLIC COMMENT PERIOD OPENED – LOMITA PARK

A resident commented that the stop sign on San Antonio and San Felipe has really helped. Traffic has really slowed down.

Joe Sammut, 1020 San Antonio Avenue, stated the new stop signs at San Felipe and Huntington and San Antonio have made a big difference. In general, he opposes stop signs as a traffic control measure. San Antonio needs to be paved. He is also against speed bumps. He also recommended taking a look at sight distances, as there are blind spots on corners that should have some red curbing for south bound traffic.

PUBLIC COMMENT PERIOD CLOSED

Steve Davis reported that on DeSoto Way, the posted speed is 25 mph and the 85% speed is 22 mph. The volume is 3,869. It is a collector, but it gets a significant volume.

Doris Maez asked about school traffic. A resident responded that Capuchino High School feeds most of the traffic. Also where Santa Lucia feeds into DeSoto gets a lot of traffic and a lot of people cross over at this location. Also people are still parking on the street.

6. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES

Doris Maez stated two members of the Bike and Pedestrian Committee and City employee Tony Rozzi went to an MTC sponsored workshop on planning regarding bike and pedestrian safety. They gave out a packet that had good ideas.

There was also an individual who attending our last meeting and discussed chirping signals, which has come before the TSPC as well. There are some new solutions in the design of chirping signals. Steve

Davis responded that City staff is currently looking at converting the City's signals as part of our CIP plan.

Doris Maez also stated their group has surveyed City parks for accessibility and pedestrian and bicycle safety.

7. ADJOURNMENT –

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until it's next regular scheduled meeting on August 1, 2007 at 7:00 p.m.

(M/Giuseponi, S/Howard): 5-0-0 - Approved. Meeting Adjourned, 9:07 pm.